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DIRECTORATE OF
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Imagery Analysis Service Notes

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This publication highlights significant or timely intelligence items derived from photography.

The interpretations in this publication represent preliminary views which are subject to modification in the light of further information and more complete analysis.

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NORTH VIETNAM

Repairs to Transportation Lines and Industrial Facilities

25X1D Since [] when bombing was halted above the 19th parallel, the North Vietnamese have made considerable progress in repairing and rebuilding road and rail facilities in that part of the country. South of the 19th parallel, photography shows that efforts to reopen the roads and rail lines to essential traffic were undertaken after [] when bombing was halted throughout North Vietnam. Repairs in this area have been much less extensive than in the north, but all of the primary roads are now open. Repairs to damaged industrial facilities started prior to [] but have been limited to those which could be accomplished with local resources. None of the industrial facilities has been repaired to the point where it could achieve pre-bombing production levels. 25X1D 25X1D

Road and Rail Networks

North of the 19th parallel, the North Vietnamese made a major effort to restore bomb-damaged roads and rail lines to a serviceable condition immediately after the bombing restriction of []. Bomb craters in the roads were either filled with aggregate or bypasses were built around them. Temporary bridges were constructed of wood or pontoon sections, and fords were used wherever possible. By [] all major rail lines were again open to through traffic. As [] north of the 19th parallel the roads have been restored to almost their pre-bombing condition, permanent reinforced-concrete bridges are being built, construction has been resumed on two previously abandoned rail projects, and the major rail lines remain open. 25X1D 25X1D

25X1D South of the 19th parallel, repairs sufficient to open roads and rail lines for essential traffic were begun after the [] total bombing halt. As of [] all of the primary roads are open to traffic and many of them have been improved. Repairs in the south, however, have been much less extensive than in the north. Secondary roads in this area have not been significantly improved. Ferries are still used to transport vehicles across major waterways and fords and temporary bridges are still being used. There has been little effort to replace temporary road and rail bridges with permanent ones.

Industrial Facilities

25X1D Repairs to industrial plants started before the bombing was restricted in []. After [] repair activity increased, and as of [] repairs have been completed on some of the least damaged facilities. None of the facilities has been repaired to the point where it could achieve pre-bombing production levels. 25X1D

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Repairs to damaged plants have apparently been limited to those which could be made with local resources or equipment at hand. At the Uong Bi Thermal Power Plant, for example, repairs have been made to three boilers which had been moderately damaged, but not to a fourth boiler which had been extensively damaged. It does not appear that repairs have been started at the Nam Dinh Textile Plant, which was heavily damaged.

Repairs have been made to ten of the 13 major thermal power plants (one was not damaged), the Haiphong Cement Plant, two of the seven major chemical plants (three were not damaged), and two coal processing and handling facilities. At the Thai Nguyen Iron and Steel Plant, one of the three blast furnaces has been repaired, but it has not been seen operating. The only parts of the iron and steel plant which have been observed back in operation are two small possible fabrication buildings. Construction of the new Lang Chi Hydro Power Plant was suspended during the bombing, but has been resumed.

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